

AMENDMENT UNDER 37 C.F.R. § 1.111
Appln. No. 10/031,872
Docket No. Q68112

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph no. [01] with the following amended paragraph:

This invention relates to an anti-roll and anti-pitch system for a vehicle, and to the devices for its implementation, specifically a system to be applied to vehicles provided with four wheels. The system either cooperates with the vehicle's suspension system or substitutes for the vehicle's suspension system in order to allow the four ~~sets of~~ wheels to keep contact with the ground and to keep an even distribution of load even if the vehicle is subject to uneven terrain. Where the ~~sets of~~ wheels are provided in a two-by-two manner, the ~~sets~~ wheels that diagonally oppose each other are related in such a way that the loads created by the vertical movements of one of the wheels ~~sets are~~ is transmitted to the opposite ~~set~~ wheel in order to transmit such a force that creates a similar movement in the vertical direction of the opposite wheel. The system cooperates with the suspension of the vehicle, or is substituted for the suspension of the vehicle in order to allow all of the vehicle's wheels to keep contact with the ground even if the terrain is irregular and prevents unwanted effects that are caused by the uneven terrain.

Please replace the paragraph no. [15] with the following amended paragraph:

As in this invention, an anti-roll and anti-pitch device for a vehicle comprises a receiving element connected with a first wheel of the vehicle, which transmits the wheel vertical movements to a direct transforming element that converts the vertical movements into horizontal movements. An inverse transforming element converts these horizontal movements into vertical movements that are transmitted to a second ~~wheeling set~~ wheel diagonally opposed to the first wheel, causing a vertical movement analogous to the movement of the first wheel.

Please replace the paragraph no. [28] with the following amended paragraph:

The invention contemplates the following facts:

a) Hydraulic fluid regulation or damping devices are inserted in the hydraulic conduits from the central device to each hydraulic ram linked to the ~~wheeling-sets~~wheels, or in between the cylinders associated to conjugated wheels.

b) The central cavity, the two pairs of side cavities, the conduits that connect these with the hydraulic rams at each ~~wheeling-set~~wheel, or the hydraulic cylinders can be connected to one or more expansion pneumatic chambers through electro valves.

c) The four conduits that connect the double side cavities from the central hydraulic device to each hydraulic ram at the wheels is susceptible of being communicated through devices that allow a limited volume flow depending on the pressure differential between the conduits, being these devices preferably applied between conduits to ~~wheeling-sets~~wheels at the same side of the vehicle.

Please replace the paragraph no. [61] with the following amended paragraph:

On the other side, the four main hydraulic conduits 61 that connect the smaller cavities 57, 58, 59 and 60 of the central hydraulic device 43' with the simple effect hydraulic rams 42 associated to the wheels are susceptible to be connected among them through devices that allow the flowing of a limited quantity of fluid depending on the pressure differential between the hydraulic conduits. This communication is preferably applied between hydraulic conduits from

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wheels of the same side of the vehicle. FIG 27 shows this device made up with a free-moving piston 70 between two coil springs ~~71~~72 inside cylinder 71.